terial.

Office and Ware-Rooms, 353 Second

Street-Planing Mills, 358 and 360

Second Street - Lumber Yards,

101 Union and Corner Her-

nando and Gayoso

Streets.

time the tree was taken from the stump un-til the lumber was turned out in its finished

GOODBAR & CO..

Jobbers of Boots and Shoes.

TRANSPORTATION.

Review of the Year's Freightage by River and Rail-On the Whole a Very Gratifying Exhibit.

No Falling Off Noticed, Notwithstanding the Extraordinary Floods of the Spring-Accidents.

A Most Encouraging Report from the Little Rock Rallroad and its Many New Connections.

A Fair Chance for Our Merchants t Reach Out for the Texas Trade-

Below we publish a partial report of th We have made strennous exertions to obtain eights handled to and from Memphisby all ids, but have failed to get the actual figures upon which to base an aggregation of the "year's business. The Memphis and Charleston responded with a statement showing a considerable falling off in the freight traffic, but an increase in the passenger business. From the Memphis and Little Rock road we have a statement showing the rest of the passenger business. anything looking to actual results. The Archar Lieue Rock road we have a statement showing the past season's business, and detailing many new connections and combinations that cannot fail of beneficial results. It also details the amount of permaneut improvements in the general condition of the most favorable report. From the Missisppi and Tennersee railway we have a report dealing sllogether in generalities a report dealing sllogether in generalities are report as to the amount of improvements to the track. In a general way the report expresses the satisfaction of its officers with the year's business. From the Chesapeake, Onio and Southwestern road we have no report, the road having but recently been completed. In conversation with its officers, however, we learn that since the completion of the road its business has increased far beyond the carping urade from extreme northern points on the Mississippi and Its configuration of the road its business has increased far beyond the carping urade from extreme northern points on the Mississippi and Its configuration of extreme high water, has enabled the conversation of the road its business has increased far beyond the carping urade from extreme northern points on the Mississippi and Its configuration of extreme high water, has enabled the conversation of the road its business has increased far beyond the carping urade from extreme northern points on the Mississippi and Its configuration of extreme high water, has enabled the conversation of the road to handle, even with all

counted for in two ways: First, the failure of the cotion crop in Arkansas; and second, the floods. As an illustration no freight trains were run between Little Rock and Memphis from January 29 to April 16, 1882, and the form January 29 to April 16, 1882, and the form January 29 to April 16, 1882, and the form January 29 to April 16, 1882, and the form of 1882 were \$118,298 22 less than for the first four months of 1881, caused almost wholls by the overflow of the Mississippi

reight forwarded from Memphis August 21, 1850, to September 1, 1881 reight forwarded from Memphis August 21, 1881, to September 1, 1882

04,825

reight received at Memphis August 31, 1859, 35,705 mings, passenger, mail express and rivileges for the year 1881 mings, passenger, mail, express and rivileges for the year 1880 5 7,557 30 comfort as far superior as railway travel af-ford d above the old stage coach system, and

the shipments of about one-half, and it is of the space between the railway tracks and the wharf proper. We take pleasure in noting that all these suggestions have been ongh Memphis would have been greater, carried out to the letter and the advantages accruing therefrom have been fully realized. Our task in this work is not yet done. We

switches for the purpose of giving better fa-cilities for receiving and shipping freight.

The transfer steamer General Pearson has been thoroughly overhauled and repaired with the view of giving better facilities and tor deposit of old traps and rubbish. When perfect self ty in the transfer of freight and passengers across the Mississippi river, between M. mphis and Hopefield.

A good arrangement has been made with the St. Louis, fron Mountain and Southern commerce. The bluff known as the Chickacommerce. The bluff known as the Chickassaw parade ground, south of Mouroe street, we have urged should be converted into a park. Its focality and proportions recommend it for such a purpose, and such a resent Pacific to El Paso, connecting with the Southern Pacific, epens a through lins be tween Memphis and all points on the Pacific cost, and on the 27th of August double daily trains were put on between Memphis and Lt le Rock, connecting at Little Rock daily trains were put on between Memphis and Litle Rock connecting at Little Rock with all the trains on the Iron Monntain road, making a daily fine both ways to and from the Pacific coast, and a daily line both ways to and from Houston, Galvesion, Austin, San An onio and all points west.

Since September 1, 1881, the Crowley Ridge bracch of the St. Louis, Iron Mourtain and Southern railway has been built from Krobel on their line to Europeanics whose lines traverse the full

we hope, he the means of opening a trade to of elsewhere, have added much to the beauty Memphis, which we have never had nefore, of that locality, saying cothing of enlarg-Memphis, which we have never had nefore, provided our merchants make proper efforts to secure it.

The Texus and St. Louis road has been built from Claracdon, Ark, to a point forty miles now to of Briokley, crossing the Memphis and Little Rook road at Brinkley. This road will also be the means of bringing to Memphis some trade which we have not had heretofore, if worked properly.

The Irou Mountain and Helena road has also been completed from Helena to Forrest City, affording easy and quick transportation between Memphis and all points on that have been opened, it is proper to any that, while there is no doubt the branch of the St. Louis, Irou Mountain and Southern and the Texus anj St. Louis roads will both be operated to the despinent of Memphis, and the as the controlled for Memphis, and the ear a territory on both those roads near the line of the Memphis and Little Rock that ear the controlled for Memphis, and the ear the controlled for Memphis, an ovided our merchants make proper efforts ment of space and general convenience.

from Knobel on their line to Forrest City on the Memphis and Little Bock road, and will,

at all that is needed is energy and proper nagement to secure that additional trade. Memphis and Charleston. The comparative statement of business or his road for the past and previous seasons shows a falling off in freights recaived and forwarded, and fully 13,000 bales of cotton received and a fraction less than 35,000 bales forwarded. During the same time there has een an increase in ticket sales of over \$10,-00. This increase is accounted for by the rest rush of emigration from the Southern

tlantic States to the West and Southwest The receipts of the road from all sources the past season were a fraction less than \$50,000 less than those of the previous season, as the following tables will show: Year End'g
June 30, 1881.
Freight received. \$285 572 72
Preight forwarded. \$18,906 68
Ticket sales. 118,907 63 Total 1002,50 25 \$550,810 77

COTTON MOVEMENT The Mississippi and Tenuessee The officers of this company appear to be well satisfied with the operations of their road for the past year, though their business

has not been quite up to previous years, owing to the short cotton crop of the last

erable in betterments, which will be continued until the road is brought up to the highest standard of perfection. The officers of the company are looking forward to a heavy business this season. Much speculation has been indulged in relative to the ownership of a majority of the stock of this company owned by

former president of the company, recently We understand this stock will be ing every alternate Tuesdar.
Vint Shinkle, Captain G. W. Thompson,
leaving every alternate Frids.
During the business season (so other boats
are put in the trade, each one leaving every sold if a satisfactory price is offered, other-wise the heirs will hold it. Could not there be a syndicate formed here to buy this stock in order to secure to Memohia at least one road controlled by our citizens? This is an important matter, and one in which the busi

important matter, and one in which the business of our city is interested, besides a fair return could be made to those investing in the stock. No more iron rails will be laid, but as new rails become necessary steel will take the place of iron. The officers of the company appear to be well satisfied with the year's operation, and are confident of the future prosperity of the company. Their securities have sympathized to some extent with a hardening of the money market, but their first most wednesday.

Memphis and St Francis Eiver.

The Rene Macready, Captain 0. K. Joplin, keeps up this trade, leaving Maphis every Tucsday evening. The line citods as far as Wittsburg, where connections made with the steamer Advance, which rose up into the Sunk Lands back of New Madrid, Mo. The line is owned by Captain and all, and is one of the important local trades.

with a hardening of the money market, but their first mortgage bonds are at a premium of twenty-five to thirty per cent, while the second, or B, bonds are twelve to fifteen per cent, above par.

THE RIVER.

The past year, ending of date, has developed but few changes in the status of the veloped but few changes in the status of the light-draught steamers for upper White and Flack rivers. The Hard Cash, owned and commanded by Captain Ed Postal, leaves Memphis every Wedneeday evening, also going as high as Jacksonport and connecting there with the light-draught steamers for the apper streams. The past year, ending of date, has developed but few changes in the status of the river commerce of Memphis, and that few of no material importance. No new lines have been established, no newsteamers built, and nothing added to the tonnage in commission at the close of the previous season. During the year there was some talk of establishing a barge line from Memphis to New Orleans, but we have yet to hear of anything looking to actual results. The Ap-The Auchor Lines.

anything looking to actual results. The AP-PEAL has been an earnest advocate of the

consequent heavy expense as compared with season of extreme high water, has enabled the road to handle, even with all the small cargoes the barges were capable of this line to make a good showing of business. the machinery and rolling stock they have been able to borrow. And we are assured that were it possible to meet present demands for transportation, the increase would soon be still beyond their capacity. From the Louisville and Nasbville railway we were unable to get any statistics whatever, and we regret that we are unable to give any statement of its business with Memphis. Concerning the new roads building and the improvements in and near the city by the old established lines, a detail report is printed elaswhere.

The same capacity of the small cargoes the barges were capable of carrying, the multiplication of steamboats, build mainly for express transportation of the multiplication of rivights, and heing propelled and guided with poles and "awerps," were necessarily allowed by the poles and "awerps," were necessarily allowed as good as new, and formished with poles and unreliable. The barge system was until about the year 1866, when the St. Louis and Mississippi Valley Transportation Compensation of cheap transportation Compensation of cheap transportation to the scaboard brightness of the multiplication of steamboats, build mainly for express transportation of the methods with poles and "awerps," were necessarily allowed as good as new, and formished with poles and comparatively unsafe and unreliable. The barge system was gradually going out of use until about the year 1866, when the St. Louis and Mississippi Valley Transportation Company was organized in St. Louis. Its success did not develop fairly until the question of cheap transportation of the mid made as good as new, and formished with all modern appliances to insure security, comfort and dispatch.

The St. Louis and Mande, Captain beautiful the small cargoes the multiplication of steamboars, business transportation of the meltiplication of the multiplication of the multiplica Saturday packet—John B. Maude, Captain S. A. McPheeters. The Memphis and Little Rock and its

Connections.

The records of the office of the Memphis and Little Rock railway show a large decrease in cotton shipment to Memphis and tonnage in and out of Memphis for the year ending September 1, 1882, which can be accounted for in two ways: First, the failure of the extent that the great railway truck ince are prevented from a system of extern of extern of the same that the great railway truck ince are prevented from a system of extern of extern of the same days:

The Memphis and Little Rock and its

Counted the therprise into more prominent notice. It then became apparent, as it was Saturday packet—John B. Mande, Captain S. A. McPheeters.

These boats leave St. Louis Mondays, Wednesdays and Fridays, at 5 p.m., and reduced the successfully thwarted. While much has already been done in that way, there is yet much more to be accomplished. The barge system already controls freight rates to the extent that the great railway truck ince are prevented from a system of extor-

wholly by the overflow of the Mississippi river and tributary stressma. There is also another cause stated which will account for a portion of the decrease in cotton shipments, namely, the opening of the Little Rock, Mississippi River and Texas railroad from Little Rock to Arkaness City, which road has been in competition with the Memphis and Little Rock road, such has no doubt taken considerable cotton and other freight to other points that would otherwise have gone to Memphis.

THE ST. LOUIS AND NEW ORLEANS.

THE ST. LOUIS AND NEW ORLEANS.

The packets composing this line are as follows:

City of New Orleans, Captain A. J. Carter.

City of Baton Rouge, Captain H. E.

Bixby.

City of Baton Rouge, Captain H. E.

Bixby.

City of Allou, Captain Dan Able.

City of Grzenville, Captain J. W. Bryan.

John A. Scudder, Captain S. Jolly.

The Annie P. Silver, Captain Keith, has also been given a day in this line, and we are also been given a day in this line, and we are also been given a day in this line, and we are also been given a day in this line, and we are also been given a day in this line, and we are City of New Orleans, Captain A. J. Carter. were constructed without the usual freight apace, which is the basis of steamboat architecture of the present day.
To obtain speed heavier machinery must be employed, and all the weight added to machinery detracts that much from the freight capacity of steamers. Then, in order to secure safety and effectually insure against consect the most terrible of all possible view.

62,069 bales of cotton.

The Memphis agency of these lines is under ployed in the construction of passenger steamers. When the freight business has been captured by the barge and towboat system, and passenger and express business. tem, and passenger and express business is left alone for the steamers, safety, speed and This line is owned at Cincinnati, and rons between that city and New Orleans. It handurability are only assured in the construcdles a considerable amount of business between both those cities and Memphis. During the past sesson they have run two boats per week. The line is composed of the fol-lowing packets: New Mary Houston, Captain Charles Miller be thus provided for by the employment of the "freight room" in the enlargement of cabins, saloops and sleeping apartments, effectually lowing New doing away with the old "state-room" system Miller. and inaugurating parlors, suites of rooms and single bed-rooms, with ample space for cabins, valoons, offices, dining-rooms, etc., of Guiding Star, Captain J. D. Hegler, Guiding Star, Captain J. D. Hegler.
Thomas Sherlock, Captain James Nichols.
R. R. Springer, Captain H. U. Hart.
Will Kyle, Captain Lew Kates.
Golden Rule, Captain O. P. Shinkle.
Golden Crown, Captain E. P. Shinkle.
U. P. Schenck, Captain J. L. Carter.
Paris C. Brown, Captain A. M. Halliday.
Charles Morgan, Captain B. Rev. W. Stain. arger dimensions and in every way as con-Here we have the terrors of river navigation reduced to a par with those of railway travel, speed equal to the "lightning express" rail-way schedules—all combining a rival of rail-way travel that cannot fail to attract the wharfboat, is the agent of the line. way travel that cannot fail to attract the multitude. These are not idle predictions, but real possibilities, and we confidently be-

but real possibilities, and we confidently believe will come about in the next two decades.

The river front.

In our last review of the river trade of Memphis and matters pertaining to it, we look occasion to make some surgestions look.

This is a mail line owned by Msjor John D. Adams, of Little Rock, and the past senson has had but one packet, the Dean Adams, commanded by Captain Mark R. Cheek, with A. L. Commins, chief clerk. The Adams made 104 trips during the variance of the control of th The entire shipments of the road for the year 1881, so compared with the year 1880, show a decrease of 32,308 hales, while the bert, 1882, as compared with the same period of the simportance of the improvement of the appearance of the road of the previous year, show a decrease of the simportance of the improvement of the buffs, and paving with stone of the simportance of the removal of the buffs, and paving with stone of the simportance of the removal of the buffs, and paving with stone of the simportance of the removal of the buffs, and paving with stone of the same period of the simportance of the removal of the buffs, and paving with stone of the same period period of the same period period of the same period period period of the same period per

Our task in the crop.

During the year 1881-82 many improvements have been made in the condition of this road. Some sixteen miles of new from has been laid, new depots have been been been laid, new depots have been built and a considerable sum of money kas been expended in Memphis laying new tracks, altogether repulsive to the eye, especially and includes the territory between these points. The work of the local inspectors, and the one south of the customhouse grounds. The first-mentioned is a shapeless mass of earth, and includes the territory between these points. The work of the local inspectors, and the one south of the customhouse grounds. The sixth Supervising District, presided over by Captain S. S. Garrett, extends from Cairo, III., to Greenville, on the Mississippi, and includes the territory between these points. The Sixth Supervising District, presided over by Captain S. S. Garcett, extends from Cairo, Itl., to Greenville, on the Mississippi, points. The work of the local inspectors, Captains Hiram Brazee and James Rallston, during the past season has been as follows: NAME OF STRAMER.

companies whose lines traverse the full B1222232233333

by the government with due regard to their experience in the action of the currents of the Mississippi and skill in the employment | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 | 107 of means to control them. MEMPHIS PACKET LINES. The Memphis and Friars Point Line This line continues to be represented by he James Lee, Captain S ack Lee, master It is one of the most important local trades belonging to Memphis, and the Lee possesses all the appointments necessary to meet all the demands. She makes three trips a week, leaving Memphis every Monday, Wednesday and Friday, returning Tuesdays, Thursdays and Saturdays,

ounage gone out of service...
onnage sided
onnage sided
to the service...
ives lost by fire
xcursion permits granted....

ACCIDENTS TO RIVER CRAFT.

The Memphis and Osceola Line. The Coahoma, Captain Henry Cooper, represents this trade, the line being owned by the Lees. The Coahoma makes three trips a week, leaving Memphis every Mon-day, Wednesday, and Friday, and returning Toesdays, Thursdays and Saturdays. The Coshoms meets the demands of that trade inly, which shows considerable evidence of crease during the past season. Memphis, Hales Point and Dyersburg.

This trade is represented by the Mark Twain, Captain W. P. Hall, leaving Mem-phis every Monday, going to Hales Point regularly and to Dyersburg whenever there is sufficient water in Forked Deer river. The records of the past year show a de-crease in number of accidents to river craft, but the aggregate of loss of life and property is greatly in excess. The burning of the Golden City and the explosion and burning of the Gold Dust were both attended with Memphis and New Orienne, the past year, though their business been quite up to previous years, or the short cotton crop of the last cotton carriers, the Henry Frank, owned and complete investigation was made, resulting in the decision that the accident was unavoidable and exonerating the other track, most of which has been the Charles P. Chouteau, owned and complete investigation was unavoidable and exonerating the other track, most of which has been the Charles P. Chouteau, owned and complete investigation was unavoidable and exonerating the other track, most of which has been the control of the two champion case a full and complete investigation was unavoidable and exonerating the other track, most of which has been the control of the two champion case a full and complete investigation was unavoidable and exonerating the other track, most of which has been the control of the two champion case a full and complete investigation was unavoidable and exonerating the other track, most of which has been the control of the two champion case a full and complete investigation was unavoidable and exonerating the other track, most of which has been the control of the two champion case a full and complete investigation was unavoidable and exonerating the other track. terrible results in loss of life. In the first with steel rails. They have met all their manded by Captain William Thorweigan, under investigation, and we cannot antici

This line is composed of four loats, as follows:

James W. Gaff, Captain 3 W. Wise, leaving Memphis every alternate Tuesday. Cons Millar, Captain Chades Russell, leaving every alternate Fridation, and burned off her upper works at Cairo, valued at Store and burned off her upper works at Cairo, and Deeler Total loss.

LIUMBER.

LUMBER.

LUMBER.

LUMBER.

Lumber and Manufacturing of the harbor tug Montauk at Cairo, valued at \$700 complete the list of accidents during the past year. October 2, 1881—Tug Montauk took fire and burned off her upper works at Cairo, and Deeler Total loss. Loss \$700. obligations promptly, have expended considerable in betterments, which will be continued until the real is the result, although all the circumstances go to show that no one is to blame.

sunk in Arkansas river. Loss, \$15,000.

March 30, 1882—Tug Oriole sunk by the Golden City. Loss, \$5000. March 30, 1882-Golden City burned and unk. Loss, \$40,000; on the cargo, \$500. August 7, 1882—Stemmer Gold Dust ex-ploded her boilers near Hickman, Ky., took fire and burned to the water. Total los

RIVER GAUGE. Mississippi River at Memphis from Sig unl Service Becords for 11 Years.

state. The company has recently fitted up the planing mills with entirely new ma-chinery, all of the latest and most approved patterns, enabling them not only to do all work in the best and most expeditions man-

ner, but to reduce the cost of manufacture very materially. They also have in their different lumber yards a large and well se-lected stock of thoroughly dry lumber, enabling them to use nothing but the best in enabling heem to use nothing but the best in the manufacture of doors, sash, blinds and moldings. Their stork of shingles, larks, codar posts and fencing lumber is large and well selected, and their large ware-rooms are filled with a complete assortment of doors, sash, blinds, moldings, muntels, brackets, ventilators, etc., enabling them to fill all orders at short notice. With all these ad-For Month... TRESTERRE

22222222222 For Month. 128228728228 For Month.. ESERENSESSES For Month.. CISCHULERNST 84888888848 889588358258 NESKEZSEZE FRESHERESE 1282848888 For Month....

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Signal Office, August 10, 1881.

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D. T. FLANNERY, Observer in Charge. Signal office, Memphis, Tenn., August 9, 1882.

Frosts at Memphis for Eleven Tears.

Date. Date.

First Frost. Last Frost. No. of Day
Pros Frost.
Date. Prost.

Comperatures at Memphis from Sign Office Records for 12 Years.

D. T. FLANNERY,

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possessing an ample capital, they are enabled to place their goods on the Memphis market at prices as low as the same grades of goods can be bought in any market in the Union. In order to be ready for the beavy trade which the abundant crops throughou the South promises, Messrs. Goodbar & Co. have already received and placed in their cious storehouse the largest stock of fall 1282528282828 | -----nuok 104 Greatest in house, Street St For Month...... 88928722 Note - Bainfall measured in inches and hun edits Station established February 28, 1871. D. T. FLANNERY, Observer in Charge.

Memphis to buy their fall and winter stocks, will find it to their interests to trade with Messrz. Goodbar & Co.

C. R. RYAN & CO.,

Wholesale and Retait Grocers. 340 and 342 Main Street. A Thriving Firm.

One of the most pro-perous firms in Memphis during the past year was that of C. R. Ryan & Co. Doing business for years in the commodious building No. 342 Main street, the firm has been compelled within the last thirty days to lease the next door north in order to get sufficient room to handle the large stock it is carrying. For years Mr. C. R. Ryan, the active manager of the establishment, was a leading retail merchant, popular with most of the housekeep. chant, popular with most of the housekeepers who appreciate a grocer's efforts to keep-ers who appreciate a grocer's efforts to keep everything in the way of choice and fancy groceries. His business grew to such pro-portions that he took in the wholesale

W. A. FAIRES.

and Mule Yard, 55 Union Street. This stable is well known to the people of Memphis and the surrounding country, as Mr. Faires has sold many of the choicest horses and most substantial moles now at work in this neighborhood. Being an excellent judge of horses, a liberal and obliging dealer, he has established a good reputation, and his place is generally visited by those who want substantial animals. Mr. Fsires always has good horses and mules, carefully selected with regard to the wants of this market. He guarantees everything to be as represented. He knows most of the breeders of fine horses and mules in Kentucky and other horses and mules in Kentucky and other horses and mules in power at the selection of the Calcutta Agricultural other horses are the selection of the calcutta Agricultural of the control of the calcutta Agricultural of the calcutta Ag

When people want pictures of themselves, beir friends or relatives, or of any object, they want good ones. A poorly executed picture is a perpetual nuisance. The man who goes into the photograph business ought to do so with the intention of making it the study of a lifetime. Such, we believe, was the case with Messrs. Ben Bingham and Charles D. Hilliard. Without such devotion Charles D. Hilliard. Without such devotion to their business they never could bave carried photography to such a point of perfection as is maintained at their popular gallery. Their photographs are as near perfection as can be made. They will not take a picture till the person is in a natural, easy

LA PRADE & MOON.

wided with all the labor-saving machinery known in the manufacture of saddles, harness and collars, is the above firm, who with ample capital, strict business integrity and close application, expect and will receive the patronage of merchants wanting good goode in their line, at prices in direct competition with the Eastern and Western markets. Their lock is as large and complete as a salarge and complete stock is as large and complete as any in the country, and all adapted specially to this section. Mesers, J. T. La Prade, late of Star anding, Miss, and W. D. Moon, late with

Jewelry-Repairing. The name of Thayer is known in all the surrounding country, for he has been an ex-tensive advertiser for years. He now has a tock that he would be pleased to show to all who wish to buy watches, diamonds and jawelry. Mr. Thayer does business on the "quick sales and small profits" plan, and is constantly replenishing his stock with the new and beautiful articles in jewelry. His repairing is done by a first-class workman, and fine work can be sent there with the assurance that it will be carefully executed. A lot of excellent diamonds is on hand, the best of watches in great variety, and a fine assorting of invalve and a fine assortment of jewelry can always be found at Thayer's, 265 Main street. W. B. GALBREATH & CO.,

at No. 11 Union Street. This old and popular firm, always liberal in its advances, takes its position in the front rank of cotton factors, prepared to do, as they have always done, all that is possible in the interest of those whose cotton they handle. Mesers, Galbresth and Fowlkes are al-

For a number of years past comparatively little wheat has been produced in West Tennessee, and there was no demand for a mill. But since Memphis is to become a market for grain produced northwest of us, the Enterprise Milling and Manufacturing Company have fitted up an excellent flour mill on Short Third street, at which they propose to dispose of most of the West Tennessee wheat, and very large quantities from abroad. The mill was built a long time ago, and is of a most substantial character. Since purchasriages, Saddlery and Hardware, at 175, 177 and 179 Main and 176, 178 and 180 Front Street.

Who They Are-How They do Business -Their Facilities and Advantages. Together with Other Items ing it the company has paid about \$20,000 in remodeling and refurnishing the interior and have made a change that will surprise any one who had ever visited the establishment. They have now four sets of stones, three purifiers, a six-reel bolting chest, smut of Interest to the Public.

machines, cleansers, packers, conveyers from one eod of the building to the other, a perfect network of elevators and conduits from the basement to the fourth story, grain bins, etc., etc.—all new and of most modern design.

The firm whose name heads this article has held the lead in their several departments for many years past, and are doubtless well known to most of our readers; yet No better indication of the return of prosperity to Memphis can be found than in the largely increased demand for all kinds of building material. And among the many firms devoted exclusively to the manufacture of building of such, none are better prepared to meet the demands of the trade than the company, Mr. W. T. Cole, has been identified with the interests of this city for many years and bas a business reputation unexcelled. The superintendent, Mr. W. H. Eader, has been in the planing-mill business to need soy recommendation, and Mr. G. T. Basefut, the secretary and treasurer, is a practical lumberman, having been in the business for the rary in the manufacture of iumber from the stime the trre was taken from the stime the products will not experiment do the business for the past twenty-five years, and is too well as the products will not equal in quality that of the secretary and treasurer, is a practical lumberman, having been in the business for the trre was taken from the stime the trre was taken from the stime the products will not equal in quality that of the business for the past twenty-five years and filled every position necessary in the manufacture of lumber from the time the trre was taken from the stime the products will not equal in quality that of the firm, and have the sime the trre was taken from the stime the products will not equal in quality that of the firm is constantly possesses for manufacturies, and have thus products will not equal in quality that of the firm is constantly possesses for manufacturies, and have thus products will not equal in quality that of the firm is constantly possesses for manufacturies, and have thus products will not equal to the firm of the firm the business of the firm the past the first tree possesses for manufactories, and have thus adding to their manufacturing department become the pioneers in a branch that de-Memphis. The mill is in charge of Mr. D. Hoffman, an experienced miller and machinist, whose years of experience is assurance that the product of the Enterprise mill wheels, spokes, hubs, felloes, springs, axles, will be supported all business men in the formula for the support of all business men in Memphis. The mill is in charge of Mr. D. they keep in large variety and assortment. Among their stock we mention carriages, buggies, phaetons, wagons, saddlery, harness, which is the product of the Enterprise mill

iron, psints, varnishes, brushes and all kinds of saddle and carriage material. They are agents for the Milburn, Fish Bros. and Ten-nesses farm wagons. The firm solitit an STEWART, GWYNNE & CO., resees farm wagons. The firm solitit as inspection and give the most prompt atten-tion to letter orders. PIPE, TILES AND BRICK. J. GRAHAM.

will be of the best character.

eading Dealers in Produce at Nos. 344

sash, blinds, moldings, mantels, brackets, ventilators, etc., enabling them to fill all orders at short notice. With all these advantages combined the company is in position to offer buyers in their line goods of the best quality at very low prices. An examination of their stocks will convince the most skeptical.

GOODBAR & CO..

Messra, Andrew Stewart, of New Orleans, and Andrew D. Gwynne compose this strong and popular firm, which ranks with the leading ones in sales of both groceries and cutom. The immense boose, No. 356 and 358 Front street, is filled with groceries, plantation supplies, sugar, molasses, rice, etc. Being connected with the house of Stewart Brothers & Co., New Orleans, the firm has unusual advantages for making firm has unusual advantages for making large purchases of sugar, molasses and other Louisiana products. They carry full lines of these goods, and country merchants can have orders fitled for as low a price as they AND DRAIN-TILES.

The above-named firm occupies the front rank among the great boot and shoe houses of the country. Their large business extends over the States of Alabama, Tennessee, Mississippi, Arkansas and a portion of Louisiana. All their goods are manufactured to their own order and under their special supervision, and being men of long experience in the boot and shoe business and possessing an ample capital, they are enabled to place their supervision, and possessing an ample capital, they are enabled to place their supervision. CHIMNEY-TOPS, ETC., 43-45 S. Court St., Memphis Prices Sent on Application

> J.J. RAWLINGS & CO. The produce trade of Memphis is an ex-COTTON FACTORS

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J. W. A. JONES. General
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TEMPER INSERTION

COTTON FACTORS.

The produce trade of Memphis is an extensive one, and it takes men of sagacity and energy to reach the postion in that trade that they have had for many years. Merchants who do not buy from their traveling salesmen on the road, but intend coming to Memphis to buy their fall and winter stocks, will find it to their interests to trade with the special of the produce is sold buy the fall and winter stocks, will find it to their interests to trade with the special of the produce is sold buy the salesmen of the produce is sold, buying from their traveling salesmen on the road, but intend coming to Memphis to buy their fall and winter stocks, will find it to their interests to trade with the salesmen of the produce is sold buying from their traveling salesmen on the road, but intend coming to Memphis to buy their fall and winter stocks, will find it to their interests to trade with the salesmen of the produce is sold, buying from their traveling salesmen on the road, but intend coming to Memphis to buy their fall and winter stocks, will find it to their interests to trade with the salesmen of the produce is sold, buying from the produce is sol S. SCROFULA. SON SYPHILITIC

When All Other Remedies Fail. After being treated by physicians for a long while in vain for a severe Blood Disease, I cured C. G. RATCLIFF, Richmond, Va.

portions that he took in the wholesale branch, in which the firm has been immensely successful. Messra Ryan & Co. are competent and careful, understand the grocery businers, handle great quantities of groceries, and offer the best of inducements to country merchanis, who will find in this store the best assorted stock of staple and fancy groceries. Prompt attention given to orders and goods shipped in good order.

This firm fairly illustrates what may be attained by enterprise, fair dealing and come attention to business. The gentlemen composing this firm (Messra, S. and A. Adler), are young men, self-made, and came among us asstrangers. From an apparently insignificant little store on Beale street they have gradually increased their business until today they occupy the largest, the handsomest and most centrally located building in this city, and command a most envisible patronage. This firm fairly illustrates what may be Have seen S. S. S. stop the hair from falling o in a short time. Wonderful effects in all Skin S. S. S. cured me of Scalp Sores, Sores in Nos trils and Ears, after everything known to the med ical fraternity had failed. JOHN S. TAGGART, Telegraph Operator, age from all parts of our city as well as the surrounding country. Their reputation for fair dealing, together with their always lead-ing in styles and makes, and ever being in S. S. S. for Catarrh IS A SURE CURE. Cured the advance in low prices, is the true sec One gentleman who had been confined to his bed six weeks with Mercurial Rheumatism habeen entirely cured with S. S. S.

AVERY GIN COMPANY,

calers in the Best Gins, Bullers, Sep will be paid any Chemist who will find, or analysis of 100 bottles S. S., one particle of Mer-cury, Iodide of Potassium, or any mineral sut-stance. SWIFT SPECIFIC CO., Proprietors, Atlanta, Ga. rators, and Gin Attachments SOLD BY ALL DRUGGISTS.

of fine horses and mules in Kentucky and other horse-racing States, and is never at a loss to get the class of horses or mules his customers want. The people rely on his judgment. Orders intrusted to him will receive prompt and satisfactory attention. His stables and mule-pens are on Doion street, where fine saddle or harness horses and dray or plow mules can always be found.

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ciations and sequaintances, both in this city and the neighboring country are very extensive, and among such people as fully appreciate the excellent goods furnished by them.

Mr. R. H. Vance, the purchaser for the bouse, is most fuily acquainted as to the wants of our people, and his long experience in the business justifiers our confidence that he nurchases the best in both clothing and fernishing goods.

Mr. Samuel A. Pepper, an old attache and a recently a finite at member of the firm, by his frank ways and clever magners has made the establishment of Johnson & Vance the rendezions of the "Chicke." There the boys do most congregate and discuss the fashions, etc.

This firm makes suits and shirts to order, and give the most exercial attentions to the great advantages of this over all other and give the most exercial attentions to the great advantages of this over all other and give the most exercial attentions to the great advantages of this over all other and give the most exercial attention to the most exercise the second point infested with insects. It is heated with a small spirit lamp beneath the boiler. For Dwellings, Hotels, Steam Ships, Restaurants &c., nothing ever discovered equals this appliance. It is harmless to buman life; is inexpensive and simple in its use. While a most potent means for destroying Vermin it is the best disinfectant known and may be most effectually used to prevent the spread of contagious diseases, such as Yellow Fever, Searlet Fever, Typhoid Fever, Diptheria, and give the most exercise to the contagions and ordinary nursery lamp holding half a pin or different form the business for the doption of the Medicated Fluid, with a tube at the top to direct the Medicated Steam upon any point infested with insects. It is heated with a small spirit lamp beneath the boiler. For Dwellings, Hotels, Steam Ships, Restaurants &c., nothing ever discovered equals this appliance. It is harmless to buman life; is inexpensive and simple in its use. While a most potent means for destroying the c tion as can be made. They will not take a picture till the person is in a natural, easy position. Ben Bingham can beat the world amusing very small children, and working up a sweet expression. All pictures from this gailery are good simply because they must four people, and his long experience that the meighboring country are very extensive, and the neighboring country are very extensive, and the neighboring country are very extensive, and among such people as fully appreciate the excellent goods furnished by them.

Mr. R. H. Vance, the porchaser for the bouse, is most fully acquainted as to the wants of our people, and his long experience in the logalized part of the logalized people.

Adams and Jefferson.

Landing, Miss, and W. D. Moon, late with Lemmon & Gale, compose the firm, assisted by Mr. Henry M. Ferguson, long known in the saddlery business of this city. They solicit an examination of their stock, or a sample order, which can be returned at their expense if not satisfactory in quality and price.

V. B. THAYER,

Her parlors have been refitted and furnished most comfortably, and will be open to the public in a few days. The madam is now traveling, and practically informing herelf in the very latest styles, which she will impart to her patrons on her return. Her well-known reputation as a leading dreasmaker, and the information that she will return in ample time for the completion of fall and winter suitings for ladies, is a of (all and winter suitings for ladies, is a sufficient guarantee that her friends will re-tain their orders until the madam arrives, due notice of which will appear in this

> MOYSTON'S STAR GALLERY. he "Old Reliable," at No. 249 Main Street, Between North Court and Jefferson, Opposite Odd-Fellows Hall.

Through the enterprise of its proprietor, Mr. John Moyston, our citizens are enabled to secure prints from 52,000 old negatives, the sittings of past artists, who did work here in by-gone days. At least 6000 negatives are of victims who fell here during the scourge of 1878 and 1879. Parties holding photos produced by Mr. J. F. Conly or Mr. Y. Day can secure duplicates by communicating with the Star Gallery. Mr. Moyston has secured the sole and exclusive right for the enlargement of pictures by the celebrated Stigman Solar Process at this place for seventeen years, at a cost of \$500. He also pos-sesses the Lightning Process, which is instantaneous, and for infants is the only sure and tireless mode of photographing. WITZMANN & Co. have got the Steinway

ME. ROBERT M. LEECH (late distor on the Mississippi and Tenn Railroad) has this day been appointed Ge. Agent and Solicitor for the interest of those whose cotton they handle. Messra, Galbreath and Fowlkes are allows ways well posted as to the market; they are all well and favorably known to every buyer in town; their force pay the very closest attention to cotton, and everything pertaining to handling and selling receives the utmost care. Those who have cotton to be sold in Memphis cannot place it in better hands.

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